विवरण-2

उन स्टेशनों के ब्यौरे जिन पर वायुदूत इस समय प्रचालन कर रहा है

उत्तरी क्षेत्र

1. दिल्ली
2. कुल्लू
3. देहरादून
4. शिमला
5. चण्डीगढ़
6. धर्मशाला
7. लुधियाना

पूर्वी क्षेत्र

1. कलकत्ता
2. जमशेदपुर
3. अगरतला
4. एजवाल
5. कूचबिहार
6. बागडोगरा
7. शिलांग

दक्षिणी क्षेत्र

1. मद्रास
2. तिरूपति
3. हैदराबाद
4. विजयवाड़ा
5. राजामुन्दरी
6. कोयम्बतूर
7. कोचीन
8. अगत्ती

पश्चिमी क्षेत्र

1. बम्बई
2. पूणे
3. राजकोट
4. काण्डला
5. कोल्हापुर
6. बेलगॉम
7. केशोद
8. पोरबन्दर
9. दियू

कुल : 31

वायुदूत के कर्मचारियों द्वारा हड़ताल

1916. **श्री महेश्वर सिंह** : क्या **नागर विमानन और पर्यटन** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि "वायुदूत" के कतिपय कर्मचारी पिछले कई दिनों से भूख हड़ताल पर बैठे हुए हैं, यदि हां, तो उनकी क्या-क्या मांगें हैं; और

(ख) सरकार द्वारा इस हड़ताल को समाप्त करने हेतु क्या-क्या कदम उठाये जा रहे हैं ?

नागर विमानन और पर्यटन मंत्री (श्री गुलाम नबी आजाद) : (क) दिल्ली में वायुदूत के कर्मचारियों के एक वर्ग ने वित्तीय मांगों पर जोर देने के लिए 14.11.1993 की शाम से 2.12.1993 तक भूख-हड़ताल की थी

(ख) वायुदूत के निदेशक मंडल ने कर्मचारियों की मांगों पर विचार करने के लिए एक समीति का गठन किया है।

Operation of Air Canada Service

1917. SHRI IQBAL SINGH: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that Air Canada, one of the largest international Carriers, have offered to restart its operations to India after a gap of two and a half years;

(b) if so, the details thereof and the reasons therefor; and

(c) what are the new features of the air Canada service ?

*18-10-93 से

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) Air Canada have resumed operations to India from 6-11-93 by operating 4 services per week between Vancouver and Delhi via London. Air Canada have operating rights under Bilateral Air Services Agreement which they have now decided to avail of in accordance with their commercial judgement.

(c) Earlier, Air Canada were operating on the route Toronto-Bombay-Singapore and vice versa. They are now operating on route Vancouver-Delhi-Vancouver and vice versa.

Taking over of Surat Airport by NAA

1918. SHRIMATI URMILABEN CHIMANBHAI PATEL:

SHRI ANANTRAY DEVSHANKER DAVE:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government are aware that all the infrastructure facilities have been created by the State Government for the airport at Surat with a view to hand it over to the National Airports Auhority; and

(b) if so, what action has been taken by Government in this regard?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GULAM NABI AZAD): (a) and (b) Surat airport belongs to the Government of Gujarat and facilities for operation of only Dornier type of aircraft have been provided by the State Government. A request was received from the State Government for taking over of Surat airport by the National Airports Authority (NAA). Due financial constraints it is not feasible for NAA to take over Surat airport.

Panel for appointments of Traffic Assistants in IA

1919. SHRI S. AUSTIN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to refer to the answer to Unstarred Question 1,542 given in the Rajya Sabha on the 11th May, 1993 and state:

(a) the number of persons who have been offered jobs for the post of Traffic Assistants in Rajasthan, U.P. and Madhya Pradesh so far and by what time all these candidates will be offered jobs since they have already waited for three years;

(b) whether Government have extended the validity of the panel; if not, what will be the future of these candidates and what is amount of expenditure of Government on the test and interviews that Government had to arrange for the above panel;

(c) if so, upto what dates the life of the Panel has been extended;

(d) whether Government will announce the merit list of candidates so that candidates could plan their future; and

(e) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) The panel for the posts of Traffic Assistant (Statewise) was formed by Indian Airlines, Northern Region on 12-8-91. Due to ban on recruitment, none of the candidates empanelled for posts in Rajasthan, Uttar Pradesh and Madhya Pradesh could be offered appointment.

(b) and (c) Panels have been extended from time to time by the Board of Directors of Indian Airlines and are now valid till 31-3-1994. An expenditure of approximately Rs. 44,000/- was incurred by Indian Airlines for conducting Statewise test and interview for the post of Traffic Assistant in Northern Region.

(d) and (e) The empanelled candidates have been informed in writing.

Proposal for re-naming of Ahmedabad International Airport

1920. SHRI CHIMANBHAI HARIBHAI SHUKLA:

SHRI ANANTRAY DEVSHANKER DAVE:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government have received any proposal from the Government of